JOHN SHERMAN believes that "Gen. Garcia should have been invited to the surrender of Santiago. and if he was not, a blunder was not be repeated. The American people will take care of that.

Suppose Lafayette, with hi Frenchmen, after the victory at Yorktown, had captured the city of New York, and left in power there the Tory officials and the judges appointed under British authority, what would our ancestors have said and done? Would they have been as moderate in their remonstrances as Garcia was to Shatter?

IT is the opinion of Gen. King, who is to go in command of the next Manila expedition, that "Gen. Merritt will be glad to have 50,000 men before he is through with ern water tube boilers and quad-Aguinaldo." This is a small estimate if we are to subjugate and obtain such a speed with less rule seven or eight millions of | weight of machinery than has been people in the Philippines. But is allowed for the slow rate provided that what we went to war for? Was for in the original plans. There it made necessary by Dewey's des- | can be no possible excuse for a truction of Montojo's fleet?

#### An Old Friend in a New Dress,

As our readers are aware, for many years Prohibitionists sought to have a commission appointed for the investigation of the liquor traffic and thus make the drink question a national one and a proper subject for legislation by Congress, but were opposed by the Editor of the SENTINEL with so much success that their efforts were in vain. They then turned their eyes to the Department of Labor, and under the cloak of an inquiry into the "economic" aspects of the liquor question, they endeavored to accomplish their ends. The report of the Department on this phase of the question has now been printed, and a synopsis given out by the Commissioner is published on our first page. When we have received the full report we may have something well, but it was the vessels with

#### Ignorance a Bar to Peace.

The destruction of the Spanish fleet in Manila Bay on May I was not known in Santiago until after the surrender of the city on July 17. The Spanish garrisons at San Luis and Palma, near Santiago, would not believe that Cervera's fleet had been destroyed and that the city had surrendered, until Gen. Shafter induced them to send messengers and learn the truth. To us the possibility of such suppression of the news is incredible, but it is quite in accord with Spanish ideas, and it throws a great deal of light on the Spanish situ-

The ignorance of Santiago is not exceptional but representative. Only the minority of the people of Spain know how to read at all, and a still smaller minority read the unreliable newspapers. The number of those who really know what has actually happened is ridiculously small. Probably nine out of ten of the population are ignorant of the humiliating record of Spanish defeat.

This is the chief difficulty in the way of making peace. This ignorance may remain impenetrable until Havana shall be taken, or until our fleet appears off the coast of Spain and perhaps does a little bombarding just to prove their helplessness.

#### Torpedo Boats,

With Spain's navy practically annihilated it looks as if the naval engagements of the war were over and that the war would come to an end without a single torpedo having been launched from either side.

We have had no use for torpedo boats, because our guns did their work at ranges far beyond the reach of the torpedo. The Span iards have not been able to use their splendid torpedo boats, because our drill and discipline rendered impossible that sudden surprise which is necessary to get in

an effective torpedo shot. The destruction of the Blanco Encalada by a torpedo in the harbor of Valparaiso in 1891 undoubtedly created a strong impression of the effectiveness of these destroyers. But the Blanco Encalada was taken wholly by surprise, and stupidly allowed two hostile torpedo boats to get within fifty yards of her and to launch two or three torpedoes before succeeding in blowing her up.

Such an incident does not prove the effectiveness of the torpedo boat. It merely proves the incompetence of the Chilian commander. It would be absurd to expect any other commander to be caught in the same way, and an offensive armament which de- ple a lot of trouble. First of all, with welcome in this country for pends for its success wholly on these small subscribers nearly all the very simple reason that we the gross incompetence of the seem disposed to pay for their have promised the Cubans freedom enemy cannot expect to be rated bonds in cash, and there is tear and independence which means highly.

Give Our Ships Speed The officials who have been

threatening to saddle us with slower battleships than any we have yet had in our service at a time when all other naval powers are striving tor more speed have begun to learn something at last, They have issued a circular inmade." It is a blunder that will forming prospective bidders that "the Department will, in awarding contracts for the construction of battleships 10, 11 and 12, give preference, other things being equal, to such bids as offer to guarantee the highest rate of speed and greatest coal endurance, the total weights of engines, boilers and coal, and the spaces allowed therefor, to remain as now fixed by the circular defining the chief characteristics of said vessels and the Department plans and specifications."

That is well as far as it goes, but the Department ought to issue another circular, stating that no speed below eighteen knots will be accepted. Chief Engineer Melville declares that by using modruple expansion engines he can failure to modify the plans to obtain such results.

To build slow battleships at this time would be not only senseless, but clearly illegal. The law authorizing the construction of these vessels provides that they shall have "the highest practicable speed for vessels of their class." Nobody at this day will pretend that fifteen knots, or even sixteen is the highest practicable speed for a vessel of eleven thousand tons. To construct such a ship would be a manifest violation of law. When the editor of the New

York Fournal visited the Texas after the destruction of Cervera's fleet he first remark addressed to him by Captain Philip was: "What sort of ships do you tel-

lows make out on the Pacific

The splendid performance of the Oregon has impressed every man in the fleet. All the ships fought speed that got the full benefit of the fight. The slower ones had no chance to win fame. But for the speed of the Brooklyn, Oregon and Texas two or three, if not all, of Cervera's ships would have escaped, and Santiago would have been a name of humiliation for the American navy instead of one of

The Texas was the first battleship constructed for the United States navy; she is only a second class one at that, and she was built ten years ago on foreign plans that were out of date even then. Conceive our shame it our newest and greatest first class battleships, the latest triumphs of American skill, should be unable to come within two knots of the speed of the little ten year old, second class, foreign planned Texas!

### More Ships for England,

It is an article of faith in England that neither the Crown nor the Lords shall have anything to do with fixing the amounts of money to be spent on the public service. Only Her Majesty's taithful Commons can do that. Yet the country that thus jealously deprives its own privileged classes of power over its finances puts the control of the most important branch of its national expenditure into the hands of foreign enemies.

That is what the rule that the British navy shall be kept on a level with navies of any two other powers really means, and Mr. Goschen has just carried this principle to its logical conclusion by extending it to each class of ships.

The British shipbuilding programme is now laid down by France and Russia. The British naval budget is practically constructed in Paris and St. Petersburg. Whatever France and Russia may see fit to do England must match. If the French build four battleships and the Russians three. England must build seven, and so of every other class of vessels. The scope of British discretion is reduced to matters of detail.

It is noteworthy that one of the an increase in the speed of the fighting ships faster we are proposing to make ours slower. It is to be hoped that this fatal policy, which is not only disastrous but Gadshill force," but after clothing illegal, will be abandoned before and arms had been issued to them, it is too late.

#### Some War Loan Perplexities

The Treasury now finds that the small subscribers for bonds, whose number was last week reckoned at 200,000, will actually reach 300,000 or more.

locked up in the Treasury until needed for war expenses. So the authorities are urging subscribers to take the credit period allowed

Another difficulty is that the express companies have put a limit upon the amount for which they are willing to become responsible. To avoid excessive liability they refuse to receive more than a fixed sum in bonds each day for transmission. As there are 300,000 separate parcels of bonds to be delivered the work of distribution promises to be tedious.

But it is worth all the trouble, It creates a great and influential body of Government creditors scattered all over the country. The fact that bankers are eagerly bidding 104 and more for the bonds before their delivery is an object that the very men whose business it is to gauge credit think so well of United States securities that they will take them at 3 per cent, and throw off a year and a quarter's interest in order to get them,

The popular loan is one of the very greatest of those "benefits of the war" which we have chronicled in our columns.

Our Next Census. A census of the United States in regard to its population, material resources, products, manufacturing industries, and agriculture will, under Federal authority, be taken the year after next, and the recent Congress in providing measures for limiting the scope appears to have taken into consideration the fact that in respect to additions to territ ry and population it would | tail price. be, by all odds, the most remark. able census taken in this country. Between 1830 and 1840 the population of the United States increased 5,000,000; from 1840 to 850 it increased 6,000,000; from 1850 to 1860 it increased 8,000,000. From 1860 to 1870, covering the period of the Civil war, the increase was 7,000,000. From 1870 to 1880-population always increases rapidly after a national war-the increase was 12,000,000, and from 1880 to 1890, 12,-000,000. The Bureau of Statistics of the Treasury Department puts the present population of the United States at 74,000,000, and the total population of the country and annexed territory will surely may exceed 90,000,000 in 1900, a greater increase in a decade than has ever before been marked in the country's history. At the time of the first national census Massachusetts had more population than New York.

#### In a Foul Dungeon.

Naval Constructor Hobson has been furnishing some interesting information to friends in Washington ot his imprisonment at Santiago. It was not commonly known that for four or five days he was confined in a small, unventilated, loathsome cell in Morro Castle.

He could not have long survived the imprisonment, and undoubtedly would have died as the effect of this cruelty and hardship, had it not been for the intercession of Admiral Cervera, who inspected the quarters and afterwards insisted that the military commander should provide Hobson and his men with better and more civilized accommodations.

Hobson says the chagrin and anger of the Spaniards at finding that they had not destroyed a battleship in their attack on the Merrimac probably incited them to the ill treatment of himself and the other prisoners of war. The Spanish officials at Santiago supposed they had sunk an American battleship and that Hobson and his men were the only survivors of the ship. It was also understood that the action of the British Consulat Santiago operated to have Hobson and his men treated with decency.

The British Consul performed a prac tical service in advising the Washington authorities of the prison accommodations in Santiago given to the naval officer and the enlisted men. This advice led to a menacing suggestion from Washington.

#### Truth About the Cubans,

Probably no officer in our army is better qualified to judge a soldier at sight than Gen. Lawton. His long service in the West and against the Indians makes him an especially competent witness as to manifestations of that discretion is the value of the private under adverse conditions, and Gen. Lawton latest battle ships projected. While is very glad to bear testimony to every other country is making its | the soldierly capacity of the Cuban insurgents.

Garcia's army came into our camp "as ragged as Falstaff's Gen. Lawton says, "you would never know the clean, alert, ready man of today, who brings his piece up smartly to the salute as I pass, as the ragged, half-starved, wholly dirty refugee who constituted the so-called army under Garcia."

This testimony to Cuban capac-This is giving the Treasury peo- ity and fitness should be received

withdrawn from circulation and Internal Revenue Decisions.

INFORMATION FOR BREWERS AND OTHERS.

FERMENTED LIQUORS.

Additional tax on fermented liquors stored in The Commissioner of Internal Reveue has issued the following circular, in egard to the above, to collectors:

Some misapprehension appears to exist as to the liability to the additional tax imposed by the act of June 13, 1898 of bottled fermented liquors on storage on the morning of the 14th ultimo. You are advised on this point that such bottled liquors are held to beiliable to the additional tax, and must be returned accordingly. The number of bottles should be stated and their contents reduced to barrels and fractions of a barrel. In cases where such bottled liquors have been omitted from Forms 417 and 418 heretotore rendered, supplementary return and inventory covering lesson in the credit of the United | the same will be required, the forms States. It is teaching the people named being adapted to suit the circumstances.

> ITTERS TAXABLE UNDER SCHEDULE AS MEDICINAL PREPARATIONS. Ritters will be presumed to be medicinal pre-parations and taxable, unless the non-medi-cinal character is clearly shown.

Mr. C. H. Treat. Collector Second District, New York, N. Y

Fisher & Levy, of 149 Franklin street, New York City, have written to this office, under date of July 8, 1898, submitting a label used on bottles of Carls bader Bitters, and asking if the article is taxable under the war revenue act They have been referred to you. Will you please advise them that bitters, being specially mentioned in Schedule B. act of June 13, 1898, under the head of "Medicinal proprietary articles and preparations," will be presumed to be medicinal preparations unless the contrary is very clearly shown, and must be stamped in accordance with the re-

STAMPING OF BONDS. nstructions in regard to stamping bonds of brewers, manufacturers of eigars, manufac-turers of tobacco, distillers.

Mr. Charles E. Sapp. Collector Fifth District,

Your letter of the 7th instant, inquiring whether bonds of brewers, manufactu. rers of tobacco, ma sufacturers of cigars, distiller's annual, distiller's warehousing, transportation and export bonds are required to be stamped under the provisions of the act of June 13, 1898, has been received. In reply you are informed that they are required to be stamped with a 50 cent stamp under Schedule A when individuals are surety. When a guaranty company is surety, the bond in addition should be stamped with a stamp denoting one-halt of I cen on each dollar or fractional part thereof not be less than 80,000,000, and paid by the principal obligor on the bond as premium Where these bonds are required by law or regulation of this office to be made in duplicate or tripli cate, each must be stamped.

Copies of distiller's bonds forwarded to this office for office use need not be stamped.

REPORT OF THE CONDITION OF THE CENTRAL NATIONAL BANK, OI WASHINGTON CITY. At Washington, in the District of Col-

umbia, at the close of business July 14, 1898. RESOURCES. Loans and discounts ....... Overdrafts, secured and \$641,227 21 733 34 U. S. Bonds to secure circulation ..... 200,000 0 S. Bonds to secure U. S. 200,000 00 remiums on U. S. bonds.... ocks, securities, &c...... 2,966 00 house, furniture and fixtures .. 199,000 00 Other real estate and mortgages owned... scription U.S. 3 per cent Bonds .... Due from national banks (not reserve agents).... 75,507 92 Due from State banks and bankers .... 494 40 Due from approved reserve Checks and other cash items Exchanges for clearing house 20,345 6. other national Notes Fractional paper currency,

nickels and cents ..... 53 22 Lawful money reserve in Legal tender notes ... 101,500 00

310,732 00 Redemption fund with U.S. Treasurer (5 per cent of circulation) 9,000 00 Due from U.S. Treasurer, other than 5 per cent, redemption fund....... 6,660 00

.... \$1,946,691 33 LIABILITIES. Capital stock paid in ...... \$200,000 00 

2,670 75

penses and taxes paid... National bank notes outstanding .... Due to other national banks.. ...... \$17,661 52 Due to State banks and Dividends unpaid 300 00 Individual de

posits subject to checks ..... 1,248,328 37 Demand certificates of de-Certified checks 4,293 81 Cashier's c'k's outstanding .. 2,400 00 United States

deposits ...... 153,406 23 Deposits of U. S. disbursing 51,022 83 officers..... 1,504,020 58 \$1,946,691 33 Total .....

Washington, District of Columbia, ss: I, A. B. Ruff, cashier of the above named bank, do colemnly swear that the above statement is true to the best of my knowledge and belief. A. B. RUFF, Cashier

Subscribed and sworn to before m this 25th day of July, 1898, G. PERCY McGLUE, Notary Public. Correct-Attest: LARENCE F. NORMENT,

FRANK P. MAY, W K. MENDENHALL, EDWARD GRAVES, NO. W. SCHAEFER. DAN'L FRASER, Directors.

Ambassador Cambon, who has charge of the Spanish interests in the negotiations for peace, will probably not be shocked by any demands we may make for territorial surrender on the part of Spain, M. Cambon's official career has been chiefly connected with Algeria, which is one of the French conquests of the present century, and the Government which accredits him to the United States represents the vigorous policy of French "acquisiton and annexation" in Africa, in Abyssinia and in Cochin China, in comparison with which our utmost

32d National Encampment G. A. R. Cincinnati, Ohio

demands will appear quite moder-

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Owing to the great patriotic wave sweeping the country at the present time, great interest will be manifested at this meeting. Solid Vestibuled Trains of elegant coaches, Pullman Sleeping Cars, Observation Cars and splendid Dining Car Service. Three through trains daily from New York, Philadelphia, Baltimore and Washington, and wo from Pittsburg. Get full particulars from Ticket Agent, Saltimore and Ohio Railroad.

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For Cincinnati, St. Louis and Indianapolis, express, 11.25 a.m. Vestibuled Limited 3.40 p.m., express 11.55 pm. Vestibuled Limited 3.40 p.m., express 11.55 pm.
For Pittsburg and Cleveland, express 1'y 11.05 a.m. and 8.50 p.m.
For Columbus, Toledo a d Detroit, 11.55 pm.
For Winchester and Way Stations, \*8:00, am., †3:40, †5:30 pm.
For New Orleans, Memphis, Birmingham, Dhattanooga, Knoxville, Bristol and Roanoke 9.00 pm dally; Sleeping Cars through.
For Luray, 3.40 p.m. daily.
Son x8.00, 8.30, x9.30, x10.00, a.m., x12.05 m., x12.10, x12.40, x1:15, x3.00, 3.20, x4.30, 4.35, x5.05, x5.10, 5.30, x6.26, 8.36, x8.00, 8.15, x9.20, 11.15, x11.50 pm. and 12.01 night.
For Annapolis, 7.10 and 8.30 a.m., 420.

75.05, x5.10, 6.30 x8.00, x9.20, 11.15, x11.50 p m, x12.01 night.

For Annapolis, 7.10 and 8.30 a. m., 4:30, 5.30 p. m. Sundays 8.30 a. m. and 4.35 p. m.

For Frederick, week days, 8.00, 11.25 am, 4.30, 5.30 p m. Sundays, 9.00 am., 1.15 pm.

For Hagerstown, 710.05 am, 75.30 p. m.

For Boyd and Way Points, week days, 8 00 am., 4.30, 5.30, 70.5 p. m. Sundays 9.00 am., 1.15, 7.05 p, m. 15, 7,05 p, m. For Gatthersburg and Way Points week ays, 8,00, 9,00 a, m., 12,50, 3,15, 4,33, 5,35, 7,05, 1,30 p, m. Sundays, 9,00 a, m., 1,15 4,38,7,05, 11.30 p.m. Stringys, 9.00 a.m., 1.15 4.33,7.05, 10.15 p.m. For Washington Junction and way points, 8.00 a.m., 4.30, 5.30 p.m. week days. 9.00 am., 1.15 p. u. Sundays.

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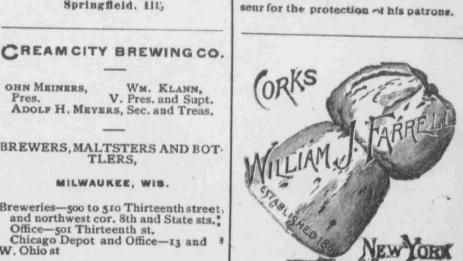
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